

### Adjusting values

V-belts (profile width in mm)	New V-belts (KG-scale on measuring instrument)	Used V-belts (KG-scale on measuring instrument)
9.5	30	20–25
12.5	50	40–45

### Conventional tools

Measuring instrument (Krikit)	at home	e.g. made by Gates GmbH, Gravenstr. 191–193, 4018 Langenfeld
	export countries	e.g. made by Gates Rubber Company 999 S. Broadway 80217 Denver/Colorado

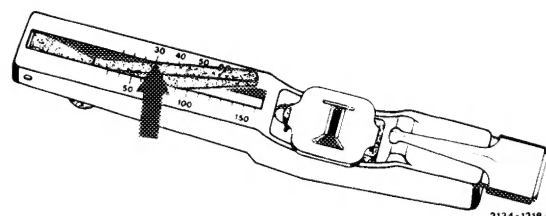
### Testing condition of V-belts

Replace cracked, porous, burnt or worn-out V-belts.

### Testing voltage

For handling of instrument refer to operating instructions.

The specified adjusting data refer to KG-scale of measuring instrument (arrow).



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## Used V-belts

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Check tension of V-belts and compare with values for used V-belts named on table (e.g. V-belt, profile width 9.5 mm = adjusting value 20–25) and retention if and as required.

## Mounting and tensioning of new V-belts

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Perfect mounting of a V-belt requires loosening of respective auxiliary unit or tensioning device of V-belt to the extent that the belt can be mounted without any special effort. In addition, the running surfaces on the belt pulleys should be free of burr, rust and dirt.

Keep free of oil, grease and chemicals. Do not use belt waxing compound or the like. Optimal adjustment of belt tension (for adjusting data refer to table) as described below will eliminate any complaints such as squealing V-belts and short life.

Mount V-belt prior to engine checkup and tension to value for **new** V-belts named in table (e.g. V-belt, profile width 9.5 mm = adjusting value 30).

If possible, run engine for approx. 10–15 minutes with all consumers added. Then check tension. The value measured then should agree with the value named in table for **used V-belts** (e.g. V-belt, profile width 9.5 mm = adjusting value 20–25). If less, tension V-belt again to this value.

If the engine cannot be run in workshop, check V-belt tension during final acceptance or following the trial run.